CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE. THE APPRAISAL OF CONTENT IS TENTATIVE. (FOR KEY SEE REVERSE)

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SOURCE

1. Shipyard No. 13, formerly called the Stocznia Gdynska and often still referred to by that name, was renamed the Stocznia Imienia Komuny Paryskiej. It was operated by the Central Administration of Shipbuilding Industry (Centralny Zarzad Przemyslu Okretowego -- CZPO) whose headquarters was formerly located at 31 Jamaz Kolna St., Gdansk. I think it is now located in Warsaw. The Komuny Paryskiej Shipyard was primarily a repair yard capable of overhauling or rebuilding ships of 1,000 gr. tn. and larger.

2. The shipyard's facilities were being expanded during the Summer of 1952 by building up the northwestern part and completing the finger pier. The diesel construction department was also to be equipped for producing 700 hp., six-cylinder diesels. A prototype had already been built, but large scale production had not yet been begun.

3. Normally, the shipyard received its electric power from the city power plant of Gdynia. In case of emergency, however, the shipyard had its own power station equipped with turbo-generators which were said to be capable of supplying the entire city of Gdynia for a limited time.

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25X1A

4. In March and April 1952, the following vessels were undergoing repairs in Shipyard No. 13:

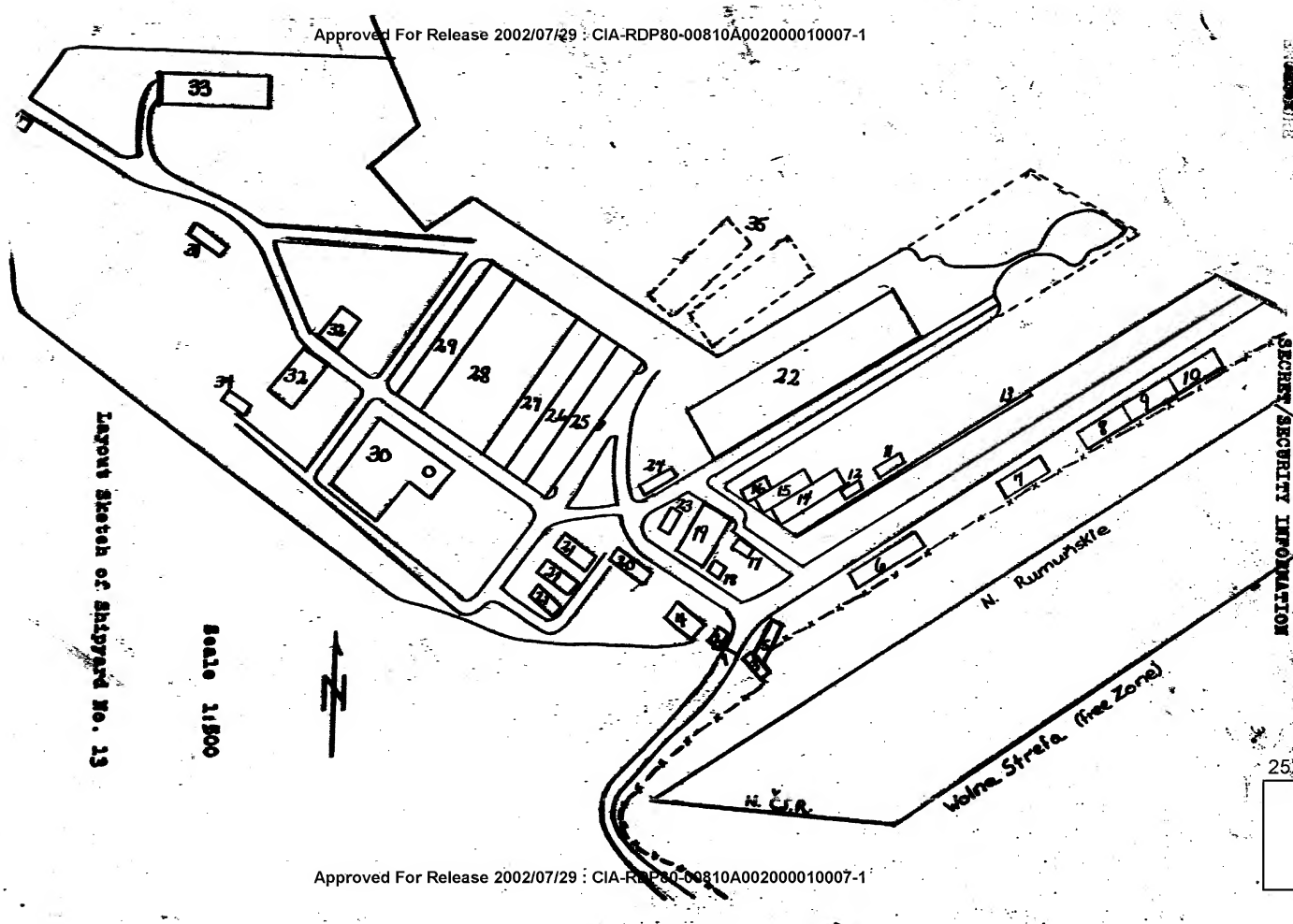
   a. VALLE -- Formerly the MARKAT. Originally a German vessel of 1,000 gr. tn., it was being rebuilt for the Russians. In addition to the reconditioning of the engine, the hull, interior, and deck structures were being completely refitted. The gun platforms remained, however, as well as the boom at the bow for the paravane equipment.

   b. WROCLAW -- Formerly, the German OTTO ALFRED MUELLER, 1,500 gr. tn., equipped with a reciprocating steam engine of 1,300 ihp., which burned coal. It was being completely rebuilt and refitted as a lumber vessel.

   c. KOLOBRZEG -- Also an ex-German vessel of 2,732 gr. tn. The engines were probably being rebuilt and the gun crew quarters were being removed as well as some hull plates being exchanged.

5. The yard had at its disposal one 30 tn. floating derrick crane, and five portal jib cranes of 7½ tn. lifting capacity each. These were located along the quay in front of the mechanical workshop Annex Point #227. There were also three mobile diesel railroad type cranes.

Annex Layout Sketch of Shipyard No. 13, Gdynia



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Layout Sketch of Shipyard No. 13

Scale 1:500

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25X1A

25X1A

Legend:

Point #1 Main Entrance: for vehicles and workers.

#2 Guardhouse: manned by uniformed, civilian yard-police.

#3 Building: one-story, red brick; housed the personnel office headed by (fnu) CHMIELOWSKI.

#4 Building: one-story, wooden; housed Party and union offices.

#5 Building: one-story, red brick, housed the welfare office and dispensary.

#6 Building: two-story, reinforced concrete; main storehouse for accessories, non-ferrous metals, and small electrical equipment, as well as spare parts for diesel engines and all types of cables and wires.

#7 Building: two-story, concrete-frame brick; accounting and sales offices and supply section were accommodated here.

#8, #9, #10 Buildings: two-story, brick; partially destroyed; under repair; were to become storage buildings for diesel and electric motors and other similar machinery. Also a diesel test stand was to be provided.

#11, #12 Floating Pontoons: capable of lifting 1,500 tn.

#13 The Yugoslav Quay: used as a fitting-out quay; well equipped with water, steam, electrical, and compressed air connections. There were no cranes available, but tracks were being laid which would indicate cranes were to be installed.

#14 Floating Dry Dock: 6,000 tn. lifting capacity; (this figure is based on DS-544's having observed the KILINSKI, a 3-C type Victory ship, in this dock); 150 m. long. This dock was self-propelled, provided its own electric power, had accommodations for ships' crews, and was furnished with two 3½ tn. cranes.

#15 Floating Dry Dock: 4,000 tn. lifting capacity; 110 m. long; equipped with two mobile jib cranes of 1½ tn. lifting capacity each.

#16 Floating Dry Dock: 1,000 tn. lifting capacity; no cranes of its own, but was usually used in conjunction with other docks, employing their cranes.

#17 Compressed air, oxygen, and acetylene station: probably the largest facility of its kind along the Polish coast. Oxygen and acetylene produced and bottled here were sent to a warehouse in Gdansk-Wrzeszcz. Liquid oxygen was also made here.

#18 Carpenter Shop: brick building; well equipped with Polish and German machines.

#19 Assembly Shop: 40 x 25 x 15 m.; super-structures and hull sections were assembled here. The shop was well equipped with hydraulic presses, automatic welding machines, etc.

#20 Fire Department: two engine and hook and ladder teams.

#21 Buildings: wooden barrack type; accommodated recreation rooms and meeting halls for members of the Union of Polish Youth and the Service to Poland.

25X1A

#22 Mechanical Workshop: two-story, concrete brick building, 80 x 30 x 16 m.; steam engines, pumps, and turbines were repaired here. The shop was equipped as follows: six lathes, three milling machines, six drilling machines, two grinding machines, one horizontal grinding machine, one flat planing machine, three conventional planing machines, one table planing machine, and various other small machine tools as well as two overhead trolley cranes. The engine repair shop was located on the second floor, where diesel and gasoline engines of the BMW, Lincoln, and Messerschmitt types for minesweepers were being repaired. This shop was also equipped with one overhead travelling crane and several lift-carts. The offices of the managers of the mechanical and engine repair shops were located here as well as the timekeepers, design, and drafting offices for both sections.

#23 Paint and Varnish Storage.

#24 Ship Carpenters and Boat Building Shop.

/Buildings 25 through 29 are a complex of buildings, two and three stories high, of the concrete work hall type./

#25 Building: 60 x 15 x 18 m.; The first floor of this building contained the offices of the production manager, technical assistants, timekeepers and foremen, as well as the tool shop for the electrical and mechanical sections. The second floor contained the electrical section which built electrical lighting installations and wound and assembled electric motors. This shop was equipped with one overhead travelling crane of German make. The third floor contained the development and design section for electrical and combustion engines as well as the offices of the technical director, payroll section and the technical manager.

#26 Building: 60 x 12 x 18 m.; partially destroyed; was to be used for the production of diesel engine parts. The part that was not destroyed was used as a hardening shop which was equipped with a small forge, electric and gas furnaces and one overhead travelling crane of 20 tn. lifting capacity.

#27 Second Mechanical Section: reinforced concrete building; 60 x 20 x 18 m. Its equipment consisted of 20 lathes, three special lathes for crankshafts with a swing of six meters and a maximum center height of 1½ m. made by Reinecker & Loewe, Berlin. The majority of lathes in this building were made by V.D. Boeringer and had a high RPM rate. There was one Skoda carousel lathe, as well as six milling machines of the vertical universal type made by Hure, one horizontal spindle type made by Wanderer, two universal grinding machines made by Reinecker, two horizontal magnetic grinding machines, four table drilling machines, two overhead travelling cranes of 20 tn. lifting capacity made by Magirus, one 1.8 x 6 m. table type planing machine with three cutters, one planing machine one by four meters with one cutter, and three shaping machines of 600 mm. accuracy. One part of this shop was used to store material and unfinished parts. The foremen's offices for the various working groups of the section were also located here.

#28 Boat Repair Shop: one-story building; 60 x 35 x 20 m.; PT-boats, small motor minesweepers, and motor launches were repaired here. A model workshop was also accommodated here.

#29 Building: storage for pipes, tubes, and valves of all kinds and a repair shop for condensers, water heaters, super-heaters, evaporators, etc.

#30 Thermal Electric Power Plant.

#31 Wooden Shed: used for storage of maintenance equipment for shipyard grounds.

#32 Foundry and Molding Shop: brick building; equipped with gas and coal furnaces; these shops were headed by (fnu) GRZEBIEN, the senior foreman. The foundry was capable of casting all types of machine parts, valves, white metal bearing liners, and large parts for diesel engines.

#33 Metal Cutting Shop and Storage: for sectional steels, sectional nonferrous metals, bearings, chains, and boiler grates.

#34 Shipyard Guards' Quarters: wooden, barrack type building.

#35 Berths: for two large, floating drydocks, lifting capacity of 45,000 and 35,000 tn. These docks were allegedly taken to Russia after World War II.